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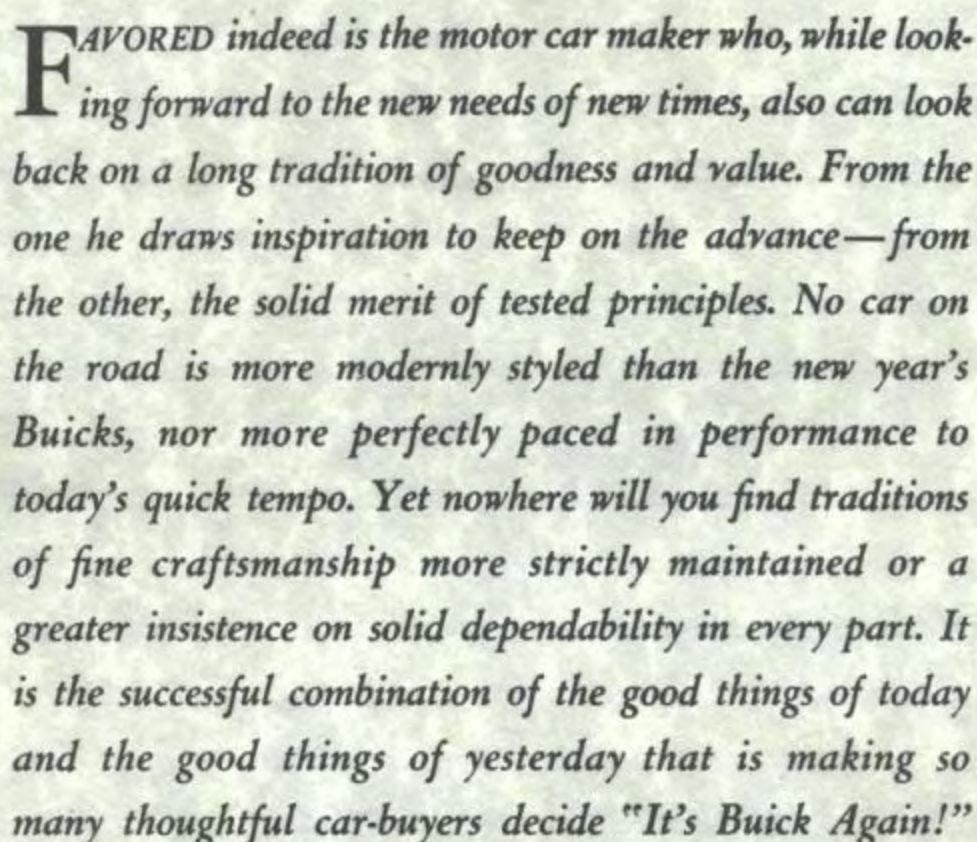
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# THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980

A decorative border of stylized leaves and vines surrounds the central text block.

**F**AVORED indeed is the motor car maker who, while looking forward to the new needs of new times, also can look back on a long tradition of goodness and value. From the one he draws inspiration to keep on the advance—from the other, the solid merit of tested principles. No car on the road is more modernly styled than the new year's Buicks, nor more perfectly paced in performance to today's quick tempo. Yet nowhere will you find traditions of fine craftsmanship more strictly maintained or a greater insistence on solid dependability in every part. It is the successful combination of the good things of today and the good things of yesterday that is making so many thoughtful car-buyers decide "It's Buick Again!"

1937

Volume V • Number 4





# THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



**VOL.V • JANUARY 1987 • NO.4**

● **William E. Olson, Editor** ●

● **842 Mission Hills Lane, Worthington, Ohio 43085** ●

## SEMICENTENNIAL

The year 1987 having arrived, I suppose we should take official notice of the semicentennial (yes, it's a word; I looked it up) of the 1937 Buick. Since the first ones came off the line at Flint in October 1936 -- the formal introduction date being October 24 -- we should have done so in Issue 2, but I was preoccupied with something else. In truth, I have never seen what is so special about the fiftieth of anything, as opposed to the forty-ninth or fifty-first, or indeed why any number ending in zero and thus evenly divisible by ten should be any more significant than other numbers not so divisible. But I guess 50 is a ripe age indeed for any car, and so

HAPPY 50th TO ALL 1937 BUICKS!

Indeed, to all 1937 cars. I will refrain from wishing all another 50, since I know very well that many a parts car will not see another new year. However, their salvageable components will, and that is good enough.

## CONGRATULATIONS

Dave Bellon (#002) of Long Island City, New York won another Frist with his 1937 model 47 and the Antique Automobile Club of America 1986 Grand National at Asheville, North Carolina. Bob Carson (#571) of Sheridan, Wyoming has the unusual distinction of winning two AACA Junior Firsts at the same show. His 1937 model 81 and his 1937 McLaughlin-Buick 80C both won awards at the regional meet in Sheridan last summer. In addition, the story by Jim Malone in this issue notes the prizes won by his 1937 model 46 including an AACA Preservation award in 1986. Editor's applause to each of you. If anyone else has won prizes, let's hear about it.



**FOUNDED BY DAVE LEWIS**



Your Editor has finally come to the conclusion that only so many things are possible. I cannot work for a living, pay some attention to my family, pay some attention to home maintenance, carry out all the other responsibilities that life seems full of, continue to manage the Club and get out this publication, and devote much time to restoring a car. Of the latter two activities, I have also concluded that I am a better manager and editor than car restorer. Since most of you seem to like what I am doing, and since I wish to continue as Editor into at least the foreseeable future, it seems to me that I should quit kidding myself about finishing the car before the 21st Century.

Therefore, I would like to purchase a car that has already been skillfully and competently restored to reasonable authenticity, that is not full of Bondo, that I can wash without water running inside, and that is mechanically sound and dependable so that I can drive it on tours without worrying. Convertibles are out, because I cannot afford them. Beyond that, I am open-minded. If anyone has a car meeting the above criteria that he might consider parting with, please let me know. My own car, a 1937 Model 47 that in many respects is not bad, is a potential partial trade.



Paul Culp (#508) -- or, more precisely, Paul's wife Lynn -- correctly identified the quotation on page 32 of Issue 2 as the opening lines of "Barbara Frietchie" by John Greenleaf Whittier, written in 1864. The poem deals with a confrontation between a resolute old lady and Stonewall Jackson. Five "Attagirls" to Lynn. In response to my question on page 1 of the same issue, Alex Windt (#424) from Osoyoos, British Columbia, says that name comes from Indian "Soo Yoos" meaning "twin lakes." It is now the turn of Doug Moore (#158) of Coquitlam, B.C., to tell us what that one means. That is all the erudition that Jay Glass (#111), the Editor's Official Conscience\*, allows in any one issue. But see all you learn from this mag? You can go to your next car club meeting and casually work all this into the conversation, and ... all right, Jay, all right, I'll get down to business.

*Happy New Year! - Bill*

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\*Note to Newer Members: Jay once sent me a letter setting forth, among other things, his hope that this publication would not be given over to "social chatter and administrative droning." I found these phrases so memorable that I have quoted them over and over; what's more, I named Jay the Editor's Official Conscience. It has worked: Might is the Wrath of Glass.



# Another Architect Builds His Stable



STORY & PHOTOS BY JIM MALONE-MACON, GEORGIA

Some time ago, the Editor asked for pictures of members' cars and custom-built garages; here's mine.

The garage was a project in the back of my mind for a long time. A company move made it possible; when looking for a new house, we could include as one of our priorities a lot large enough for a separate 28 by 44 foot building, and with adequate gradual drainage. I had never built anything, so my first stop was a bookstore where I looked over several builder's manuals, and picked the one with the best diagrams and step-by-step descriptions of the work. I read the manual several times, and each time discussed with a friend items I had not understood. All of this study took about two years, but it paid off. Finally I felt I was ready, and drew up some plans to scale. I took these to several building supply firms, to price out the project. One of these firms took the time to help me make an accurate list of material needed, and while their price was not the lowest, it was competitive and they got the business. As it turned out, this list was extremely accurate, and at the end there was little material left over.

My son -- then 15 years old -- and I were able to do almost all the work ourselves. Over the ensuing 10 years, I have added wiring with nine twin eight-foot fluorescent bulbs, outside lights, an air compressor circuit and automatic doors. The garage also has water, telephone and gas heat -- my own "dog house." We have had seven cars in it, but normally it holds four "drive-ins."



Since getting the garage up, I have concentrated on improving the quality of the cars to be garaged, and now have three 1937-1938 Buicks. The black model 46 was acquired by trading a '50 Ford convertible "stroker" (Migawd, Jim, what were you doing with that?-Ed.) It was improved to an AACA Junior and Senior award in 1983, and participated in the CHVA Confederate Tour in 1984, driving 1,200 miles. It earned an AACA Preservation award in 1986.

The convertibles have neither original nor standard color schemes. (The '37 is cream with red wheels, much like Guy Bennett's car pictured in Issue 1, and the '38 is a sort of aqua - light green with a bit of blue-Ed.) Both are unrestored California cars which were maintained over the years and were painted to please their owners -- in fact, the '38, originally maroon, appears to have been painted 11 times.



Knowledge of the '38 model 46C was acquired on the Confederate Tour. After a few letters and telephone calls, in August 1984 I made a trip to San Francisco to check it out, and, with a friend, drove it home in four days. It had been someone's little toy and was "dressed up" in California style -- chrome was everywhere on the engine: fan, valve cover, starter, generator, and almost everything else one could plate. It also had a late 1940's engine with a 1941 exhaust manifold split to "duals," and I must say it made a fine mellow rumble. This engine began to get very sick on the way home from California, and has been replaced with a correct -- but far less flashy -- engine.

The '38 was my wife's 25th wedding anniversary present, and she was thrilled with it. It is now road-worthy and we plan to drive it for several years before restoring it. The car participated in the BCA Superbowl show in New Orleans last January.

When we bought the car, it did not have sidemounts. I found a 1937 sedan with them, and after comparing the '38





## CARS FOR SALE



1938 Century Convertible Coupe Model 66C - Older Restoration

- Outstanding Mechanically - Black Exterior - Tan Leather
- Complete including radio, a quiet and fast legendary car
- Have owned for 10 years. \$29,950 firm.

JERRY BEALL (#606) 503/286-8823 days; 503/252-6613 evening.

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1937 BUICK 4 Door Sedan 40 Series

Completely restored; velvet maroon  
Spent on car--\$18,000 Canadian.  
Asking--\$14,000 U.S.

ALEX WINDT  
R.R. 2, Box 18  
Osyoos, B.C. V0H 1V0  
CANADA  
604-495-2590



convertible and the '37 coupe, decided the sedan fenders would work fine. Well, they look the same, but let me tell you it takes a good body man to make '37 fenders fit a '38 car. The sidemount tread cover plates at some time had the stainless moldings removed and the holes filled, and had been chromed. I will change this if I can find a set of covers.

The 1937 convertible was purchased in Los Angeles in April 1986. I drove this one home, too: 2,400 miles in three days! It used half a pint of oil and got 17 miles per gallon running at 55 to 60 on the speedometer. I later discovered that the car has the optional 3.9 rear end in it, but not the speedometer drive gear that goes with that. Thus the speedometer reads about 15% slow, and 60 mph indicated is actually about 70. We wondered why not many cars were passing us.

The friend who made both cross-country acquisition trips with me had so much fun he wants to make it an annual event. But I'm not ready for another garage.

*— Jim Malone*

# □ FOR THE HISTORIAN □

## SOME WINTER READING

by Charles Jekofsky-Washington, D.C.

I recently acquired a new publication that I believe would be of interest to fellow members of the 1937-1938 Buick Club. It is entitled The Complete History of General Motors, 1908-1986. It is authored by Messrs. Richard M. Langworth and Jan P. Norbye, and the Editors of Consumer Guide, and was published by Publications International, Ltd., Skokie, Illinois 60076. The book traces the chronological development of each of the GM Division automobiles for each of the years indicated. Numerous photographs are seen on each page of this 416-page book to offer the reader a comparative reference enabling one to identify the various model styles and engineering changes and to see "who had what first." All photographs are primarily views of the body exteriors, though interior shots would have been desirable too. The photographs are predominantly black and white, though two multi-page inserts have color plates to keep the reader interested. The authors even treat the World War II years and present the reader with the various GM endeavors during that period (tanks, trucks, planes, etc.). For the reader who may complain that "No one ever compiled all of the GM dream cars," there is a special section beginning in the rear of the book that has photos and cut lines on each of these show cars. For those of you who are looking for the book that fills in the gap with respect to what the other GM Divisions were designing and building, when all you were concerned about are Buicks, I heartily recommend that you obtain The Complete History of General Motors, 1908-1986. The book is priced in the \$15 to \$20 range depending on the bookseller and the sales pricing. I especially found the GM personnel movements and data to be very interesting. Upon first glancing at the aforementioned book, naturally my first impulse was to turn to the late thirties' Buicks. Suddenly, I found myself paging backwards to locate the various features of the 1937-1938 Buicks on the earlier-year models and to see when they were first-originated: this might be a pleasant exercise for a winter night. You may be just as surprised at the answers as I was!

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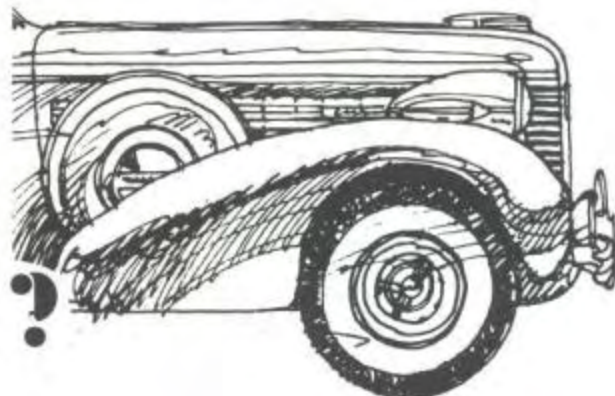


CARS PICTURED IN THE SIDEMOUNT ARTICLE. Page 8--1938 model 61, Marv Rhynard (Lansing, MI). Page 9--1938 model 91, formerly Bruce Sackman (Massapequa, NY). Page 10--1937 model 40C, Lauren Matley (Kent, WA). Page 18--1938 model 46C, Leland Greer (San Francisco, CA). Page 19--1937 model 47, Bill Olson (Worthington, OH). Page 20--1937 model 46C, Guy Bennett, (Wayland, NY). Page 21 --1938 model 41, John Woodring (Lexington, KY); 1938 model 67, Bob Pipkin (Salem, OR). All the photos first appeared in prior issues.





# Sidemount Fever: Can it be Cured?



## ARTICLE BY THE EDITOR

Judging from mail and telephone calls received by the Editor over the past several months, sidemount fenders, covers and hardware are, by a wide margin, the most sought-after major parts for 1937 and 1938 Buicks. At least, this search is the most frenzied and visible: indeed, sometimes I think the world has gone sidemount-crazy. The frenzy reflects not only the perceived desirability of these parts, but also their increasing scarcity, and the law of supply and demand has pushed prices steadily upward. I can recall a good complete set for a 40-series car offered in early 1984 for \$700, which seemed a lot; today, \$2,000 would not surprise me. Moreover, I expect that at least a simple majority of the transactions during the past few years involving sedans in rough condition reflect a desire on the buyer's part to get the fenders. God knows what has happened to the cars. It may well be that a good number of restorable cars have in this manner met untimely ends.

If one reads through the search-and-restoration stories sent in by members over the years, the finding and installing of sidemount fenders appear over and over as events related with evident satisfaction. Those who got a car which had them originally often cannot help being a bit smug. At least a few restorers have gone to considerable length in this pursuit, such as converting '37 fenders to fit a '38 or vice versa (see, for example, Jim Malone's story in this issue), or cutting holes in plain fenders and fitting wells either custom made or pirated from another make or year of car or from fenders hopelessly dented or rotten.

At the risk of being universally ridiculed and considered totally unfit to discourse on antique car subjects, I must tell you all right up front that I do not understand the frenzy. Why do you all want these things? Does everyone think all -- and I emphasize "all" -- '37 and '38 Buicks look better with sidemounts? I personally do not think so. Or is it thought that maybe the cars look a little too modern in the "plain fender" state and need more of an "old car" flavor? Perhaps it is because there is -- so far as I know -- no such thing as a '38 Chevrolet with spare wheel anywhere but in the trunk: that is to say, you don't want anyone to mistake what you have for a "cheap" car. And then maybe there is the urge to "dress up" that afflicts

us all -- and I do not exclude myself -- to a greater or lesser degree.\*

The Editor's opinions notwithstanding, and whatever the reasons for it may be, sidemount fever is clearly a malady of epidemic proportion. The great interest in this subject has prompted me to do some research -- a project, I hasten to add, involving considerable time and effort -- and compose this article. It sets forth what I have found, and I hope will be of some help to the restorer and seeker of parts. It is certainly not the last word.



#### AUTHENTICITY

First, some words on authenticity. The first of these words deal with a word: "sidemount." This is an invention of the auto restorer and historian, and is nowhere found in "official" Buick literature. That is to say, if you take the Master Parts Book, or the Shop Manuals, or Buick advertising material, and try to find something about "sidemounts," you will come up empty. The terms used are: "fender well" (sometimes one word, sometimes two); "spare wheel carrier"; "tire cover"; sometimes the cars are referred to as "six wheel jobs," sometimes as "fender well jobs" (see, e.g. Vol. IV, No. 7, p. 26). I assume the term "sidemount" is a contraction of "side-mounted spare wheel." Notwithstanding its vernacular origin, I will use the term "sidemount" herein, for the presumed reasons it came into existence: it's short and handy, and everyone knows what it means.

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\*There can be no doubt that this urge is powerful and widespread. Some people justify the addition of expensive Trippe lights on the ground that they provide better illumination after dark, and I expect this is true, but it does not explain the numerous cases of such lights on cars that are never driven further than the distance between trailer and show field. Nor does it explain why judges at many meets have adopted a rule stating points will be deducted for accessory lamps not wired up and thus wholly incapable of any illumination.



It may surprise some of you to find that sidemounts were not "standard" equipment on any 1938 model, and for 1937 were standard only on 90-series cars (Limiteds) and the Roadmaster "convertible phaeton" (model 80C). This is clearly established by the Shop Manuals and other literature. It would seem, however, that the great majority of all 80- and 90-series cars in both years had them. This brings us to an interesting question: is one sidemount correct? Seventy Years of Buick states that 1937 90-series cars and the 80C were equipped as "standard" with one sidemount on the left and that a second one was optional at extra cost. While no authority is given for this assertion, the book does show a photograph which purports to be a 1937 Limited with at least one plain fender. (In that photo the plain fender is on the left, as we commonly differentiate left and right: that is, on the driver's side.) The 1937 Shop Manual, with respect to these models, states "Fender Well Only," the word "well" being singular. The Master Parts Book lists plain fenders, left and right, for 1937 80- and 90-series cars, but that is not conclusive, since 80- and 90-series front fenders are the same and we know that 80-series sedans could be had without sidemounts. A 1937 Limited advertisement I recently acquired states that the four-door sedan is "priced at \$1,895 list, Flint, Mich. Fenderwells extra." Note that "wells" is here plural. This ad shows the right side of the car with sidemount, tending to support the Seventy Years assertion that one on the "left" was standard. The whole inquiry may be essentially academic, since I have never seen a 1937 Limited or Roadmaster phaeton without two sidemounts. Of perhaps greater interest is the question whether one sidemount on any other '37 or '38 model is correct. I recall hearing a few years ago, of a 40-series sedan being found in this configuration. I declined then, and decline now, to confirm the authenticity of this. Although to the finder the car appeared original, it is at least possible that the car reflected old repair of severe collision damage using parts then conveniently or less expensively available. I suppose, however, that any model could have been special-ordered with one sidemount if the buyer had some special reason for wanting it that way. If any member has more information on this question, please contact the Editor.



Another question, discussed in these pages before, involves the "BUICK" emblems on the covers: are these correct for all models? The answer here is much more certain. The emblems (called "monograms" in the Master Parts Book) were found on 40- and 60-series cars only. This is borne out by the Parts Book listing, by contemporaneous photographs of 80- and 90-series cars, and by all existing 80- and 90-series cars that I have seen. The question arose because illustrations from 1937 and 1938 show Limiteds and Roadmasters with the emblems. Some of these (for example, the 1937 and 1938 color sales brochures) are plainly drawings, and close examination reveals that all of them are. Promotional drawings cannot be considered authoritative. Moreover, there are a number of contemporaneous illustrations of 80- and 90-series cars that do not show the emblems.\* It thus appears clear that they were originally fitted to Specials and Centuries only. The reason, presumably, is that the tire cover sits more deeply in the larger fenders of the big cars, and the emblem is thus partially obscured from most angles of view. Of course, nothing would have prevented owners from adding the emblems.



#### DESCRIPTION

We turn now to the parts themselves. 'Since, as the Chinese Sage said, a picture is worth 1,000 words, since making copies is plainly easier than writing, and since I probably could not describe all the parts and their inter-relationship adequately if I wrote day and night, this section is given over largely to excerpts from the 1928-1938 Master Chassis Parts Book and the Shop Manuals together with a few photographs. This is introduced by the following brief description.

\*Many black-and-white advertisements from the 1930's were made by combining an artist's airbrush drawing with photographs. Typically, the car is drawn and the people are photos patched in. When this work is skillfully done, the entire image appears to be a photograph, but the creator is given the opportunity to enhance subtly the look of the car.



The spare wheels are of course carried in wells located in the after part of the front fenders. A hole is punched through the fender with a lip or flange bent downward around the periphery of the hole. The well, made from three steel stampings, is spot-welded to this lip. Embossings in the well grip the tire and hold it away from the well. The welds do not support the weight of the tire and wheel; rather, the well is supported by a heavy bracket bolted to the frame. (The holes for these bolts are in every frame; thus the frame does not need to be drilled if sidemount fenders are added.) A bracket also connects the well and the inside of the fender behind the front wheel.

The spare wheel is held in position and locked in the well by a system of brackets that are ultimately anchored to the frame bracket. These are adjustable in length to fit the different wheel sizes. A plate fitting the spare wheel can be locked in position with a key lock, deterring theft. It should be noted that some of these parts are common to all series and some are not.

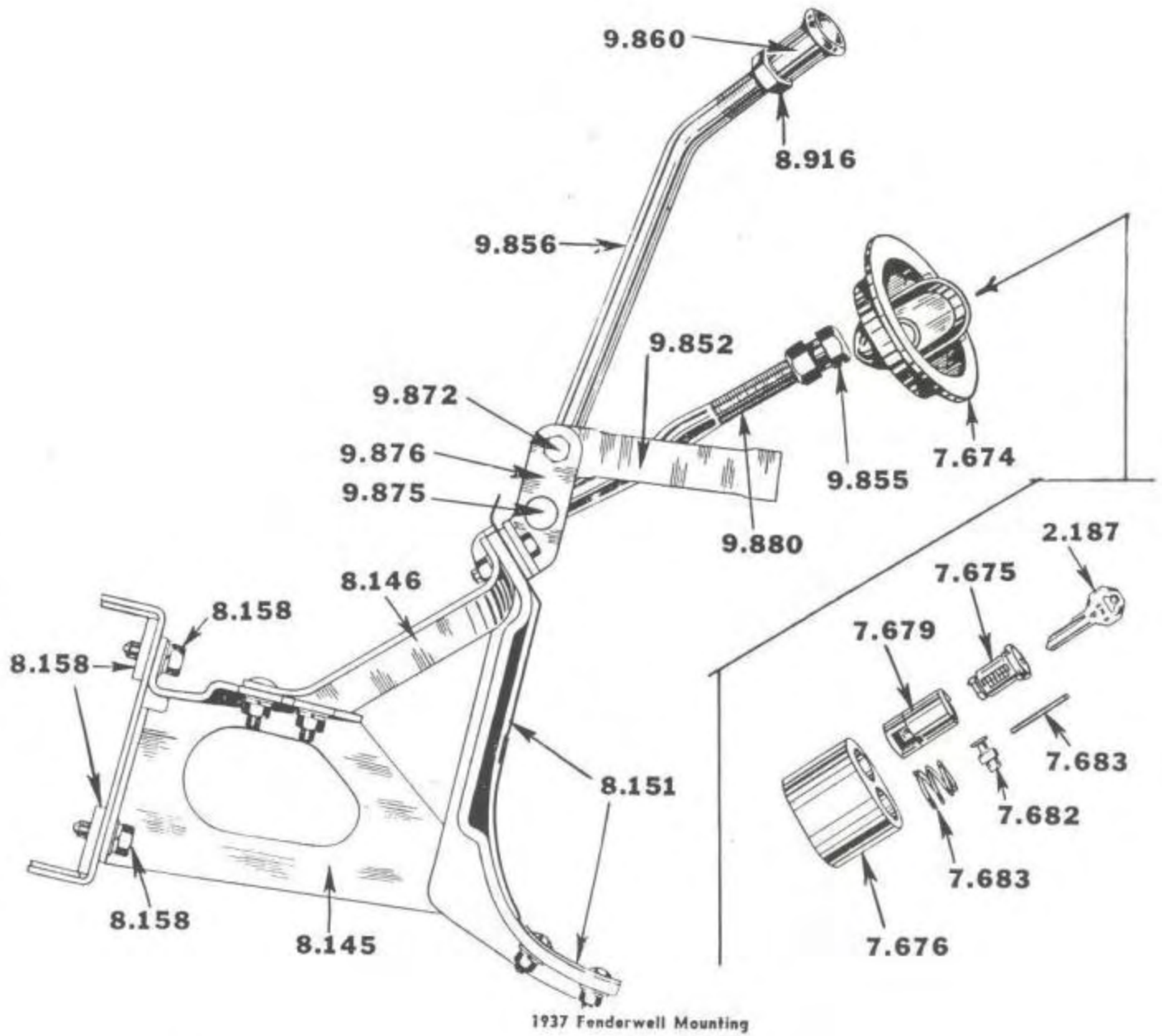
The wheel and tire are covered by decorative steel stampings. There are actually four pieces of sheet metal for each wheel plus the emblem (where used), stainless moldings and rubber edgings. There are two back plates held together by rivets; these are riveted to the curved tread cover. (These three pieces were apparently sold as one unit: see Group 8.844 in the accompanying Parts Book listings.) The face plate carries a circular stainless molding held on by clips. The face plate and the tread cover plate are held together largely by pressure, the plates being designed to be a very close fit around the tire. Since there are four different tire sizes there is thus a different set of covers for each series. A finger hook is attached to the tread cover to assist in removal. Although 1936 covers have different part numbers, it is my understanding that they are the same as 1937 and 1938, with the exception of the emblem; at any rate, if there are differences they are not readily apparent.

It should be noted that among the wheels, tires and hardware, a couple of hundred pounds are probably added to the front of the car. Different front springs were thus fitted to "six wheel" cars. (See, e.g. 1937 Shop Manual, p. 41.) It is my impression that most restorers adding sidemount fenders do not change the springs, but it is possible that cars may be a bit nose-heavy if the old springs are retained.



1937-1938 Tire Cover Emblem

**MOUNTING HARDWARE DIAGRAM**  
From 1928-1938 Master Chassis Parts Book.





# MOUNTING HARDWARE PARTS

## 7.674 PLATE AND RETAINER, Wheel carrier lock

.....1274179	.25	..1-2	1933-34-35-50
.....1274548	.30	..1-2	1933-60-80-90; 1934-35-60-90
.....1292067	.50	....2	1936-40; 1937-38-40-60 (For fender well jobs)
.....1292688	.50	....2	1936-60-80; 1937-38-80-90 (For fender well jobs)
.....1292305	.50	....2	1936-90 (For fender well jobs)

## 7.675 GUARD, Wheel carrier lock

.....1290952	.10	....1	1934-35-40
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## 7.676 HOUSING, Wheel carrier lock

.....1269734	1.00	..1-2	1933
.....1286151	1.00	....1	1934-35-40
.....1285264	1.25	..1-2	1934-35-50-60-90
.....1294061	.85	....2	1936-40-60-80; 1937-38 (For fender well jobs only) (Includes spring)
.....1292336	.85	....2	1936-90 (For fender well jobs only) (Includes spring)

## 7.679 CASE, Tire lock

.....379477	.35	....2	1936-37-38
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## 7.680 CYLINDER, Tire lock

.....1259421	.40	..1-2	1932 (Uncoded less keys)
.....1274483	.40	..1-2	1933 (Uncoded less keys)
.....496437	.65	....2	1934-35-40 (Uncoded less keys) (Fender well jobs)
.....1285342	.65	..1-2	1934-35-50-60-90 (Uncoded less keys)
.....601271	.65	....2	1934-35-40 (Rear of car)
.....601271	.65	....2	1936-37-38 (Uncoded less keys)

NOTE: For keys—see Group 2.187

## 7.682 PLUNGER, Side wheel carrier lock

.....496557	.15	....2	1934-35-40; 1936-37-38
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## 7.683 SPRING, Wheel carrier lock housing

.....402313	.02	....1	1934-35-40 (For 5 wheel jobs only)
.....496558	.05	....2	1934-35-40; 1936-37-38 (For fender well jobs)
.....1294063	.02	....2	1936-40-60-80; 1937-38 (For fender well jobs)
.....1292404	.02	....2	1936-90 (For fender well jobs)

## 8.145 BRACKET, Fender well to frame

.....1291771	.35	....2	1936-40
.....1294343	.35	....2	1936-60
.....1292300	.35	....2	1936-80-90
.....1299146	1.00	....1	1937-40 (Right)
.....1299147	1.00	....1	1937-40 (Left)
.....1299082	1.15	....1	1937-60 (Right)
.....1299083	1.15	....1	1937-60 (Left)
.....1299226	1.50	....1	1937-80-90 (Right)
.....1299227	1.50	....1	1937-80-90 (Left)
.....1303486	1.25	....1	1938-40 (Right)
.....1303487	1.25	....1	1938-40 (Left)
.....1303488	1.25	....1	1938-60 (Right)
.....1303489	1.25	....1	1938-60 (Left)
.....1304024	1.60	....1	1938-80-90 (Right)
.....1304025	1.60	....1	1938-80-90 (Left)

## 8.146 BRACE, Fender well support

.....1299173	.35	....2	1937-38 (To frame bracket)
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## 8.151 REINFORCEMENT, Fender well

.....1284878	.10	....2	1934-35-50-60-90
.....1294917	.05	....2	1936-37-38 (Well to well support)

## 8.151 SUPPORT, Fender well inner

.....1299225	.85	....2	1937-38-40-60
.....1299231	1.00	....2	1937-38-80-90
(8.903) ....126315	....6	1937-38: Bolt ( $\frac{1}{4}$ "-20x1")	
(8.903) ....126358	....2	1937-38: Bolt ( $\frac{1}{8}$ "-18x1")	
(8.931) ....115109	....6	1937-38: Washer ( $\frac{1}{4}$ "")	
(8.931) ....121367	....6	1937-38: Washer ( $\frac{1}{8}$ "")	
(8.915) ....120375	....6	1937-38: Nut ( $\frac{1}{4}$ "-20)	
(8.915) ....120376	....4	1937-38: Nut ( $\frac{1}{8}$ "-18)	

## 8.151 SPACER, Fender well bracket frame

.....1304627	.05	..6-8	1938-40-60
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## 8.158 BOLT, Fender well frame bracket

.....1299319	.03	....8	1937-40-60
.....126402	....4	1937-38-80-90	
(8.903) ....120233	....4	1936-37-38-80-90 ( $\frac{3}{8}$ "-16x1 $\frac{1}{4}$ ")	
(8.900) ....127918	....2	1938-40 ( $\frac{3}{8}$ "-16x1")	
(8.900) ....127918	..6-8	1938-40-60: Bolt ( $\frac{3}{8}$ "-24x1 $\frac{1}{4}$ ")	
(8.143) ....1296997	..AR	1936	
(8.903) ....126363	....4	1936 ( $\frac{1}{8}$ "-18x1 $\frac{1}{4}$ ")	
(8.903) ....126358	....3	1937-38 ( $\frac{1}{8}$ "-18x1")	
(8.931) ....115093	..AR	1936-37-38: Washer ( $\frac{3}{8}$ "")	
(8.931) ....121367	..AR	1936-37-38: Washer ( $\frac{1}{8}$ "")	

## 8.158 NUT, Fender well frame bracket

.....1299314	.10	....8	1937-40-60
(8.915) ....120376	..4-6	1936-37-38 ( $\frac{1}{8}$ "-18)	
(8.915) ....120369	..AR	1938 ( $\frac{3}{8}$ "-24)	

## 9.852 BRACE, Tire carrier

.....216867	1.75	....2	1929-116 (Upper)
.....216723	1.75	....2	1929-121-129 1st type, see
.....224616	1.75	....2	1929-121-129 2nd type, see
			1930-50-60; 1931-80-90
.....228331	1.75	....2	1930-30; 1931-50 (Upper)
.....1230703	2.50	....2	1930-40; 1931-60 (Upper)
.....1258344	3.25	....1	1932-50-60 (Upper, right)
.....1258345	3.25	....1	1932-50-60 (Upper, left)
.....1258124	3.25	....1	1932-80-90 (Upper, right)
.....1258125	3.25	....1	1932-80-90 (Upper, left)
.....1276210	2.50	....1	1933 (Upper, right)
.....1276211	2.50	....1	1933 (Upper, left)
.....496343	.85	....1	1934-35-40 (Right)
.....496344	.85	....1	1934-35-40 (Left)
.....1283293	2.00	....2	1934-35-50-60-90
.....1292302	.30	....2	1936-40-60-80
.....1292303	.30	....2	1936-90
.....1300713	.30	....2	1937-38
(8.906) ....133043	....4	1934-35: Bolt ( $\frac{1}{4}$ "-20x $\frac{3}{4}$ ")	
(8.931) ....121367	....4	1938: Washer ( $\frac{1}{8}$ "")	
(8.915) ....120376	....4	1938: Nut ( $\frac{3}{8}$ "-18)	

## 9.855 NUT, Wheel carrier

.....217391	.45	....2	1929 1st type on 121-129 see footnote
.....224510	.45	....2	1929-121-129; 1930-40-50-60; 1931-32-60
			80-90 2nd type on 1929—see footnote
.....1230117	.40	....2	1930-30; 1931-50: Sleeve, brace rod
(8.854) ....1257960	....4	1932-33: Brace to bracket ( $1\frac{1}{8}$ "-16)	
.....1258343	.50	....2	1932 (For upper brace rod)
.....1271940	.35	....2	1933; 1934-35-40: Collet (For brace rod)
.....1269733	.10	....2	1933; 1934-35-50-60-90: Grooved type lock nut
.....1294059	.10	....2	1936-40-60-80; 1937-38: Grooved nut lock stud

**9.856 ROD, Wheel carrier**

.....1286318	3.50	....1	1934-35-40: Includes bracket, right
.....1286319	3.50	....1	1934-35-40: Includes bracket, left
.....1283291	2.25	....2	1934-35-50-60-90
.....1300578	.75	....1	1937-40-60: 1938 (Right)
.....1300579	.75	....1	1937-40-60: 1938 (Left)
(8.900) .... 120213		....2	1934-35-40: Bolt ( $\frac{1}{8}$ "-24x $\frac{3}{8}$ ") (Bracket to reinforcement)
(8.900) .... 111134		....4	1934-35-40: Bolt ( $\frac{1}{4}$ "-20x3") (Bracket to body)
(8.900) .... 122033		....4	1937-40-60: Bolt ( $\frac{1}{8}$ "-18x1 $\frac{1}{2}$ ")
(8.931) .... 121367		....4	1937: Washer ( $\frac{1}{4}$ ")
(8.916) .... 124959		....2	1934-35-50-60-90: Nut (1"-14)
(8.916) .... 124954		....4	1934-35-50-60-90: Nut ( $\frac{7}{8}$ "-14)
(8.915) .... 134556		....4	1937: Nut ( $\frac{3}{8}$ "-18)

**9.860 KNOB, Wheel steady rest**

.....1300577	.10	....2	1937-40-60: 1938
(8.916) .... 121729		....2	1937-40-60: 1938: Nut ( $\frac{5}{16}$ "-11)

**9.872 SCREW, Special lower bolt**

.....1258771	.05	....2	1932 ( $\frac{1}{4}$ "-18x1 $\frac{1}{2}$ ")
.....1292069	.05	....4	1936-37-38 (For wheel brace to lock stud bracket)

**9.875 PIN, Wheel carrier lock stud hinge**

.....1291765	.10	....2	1936-37-38
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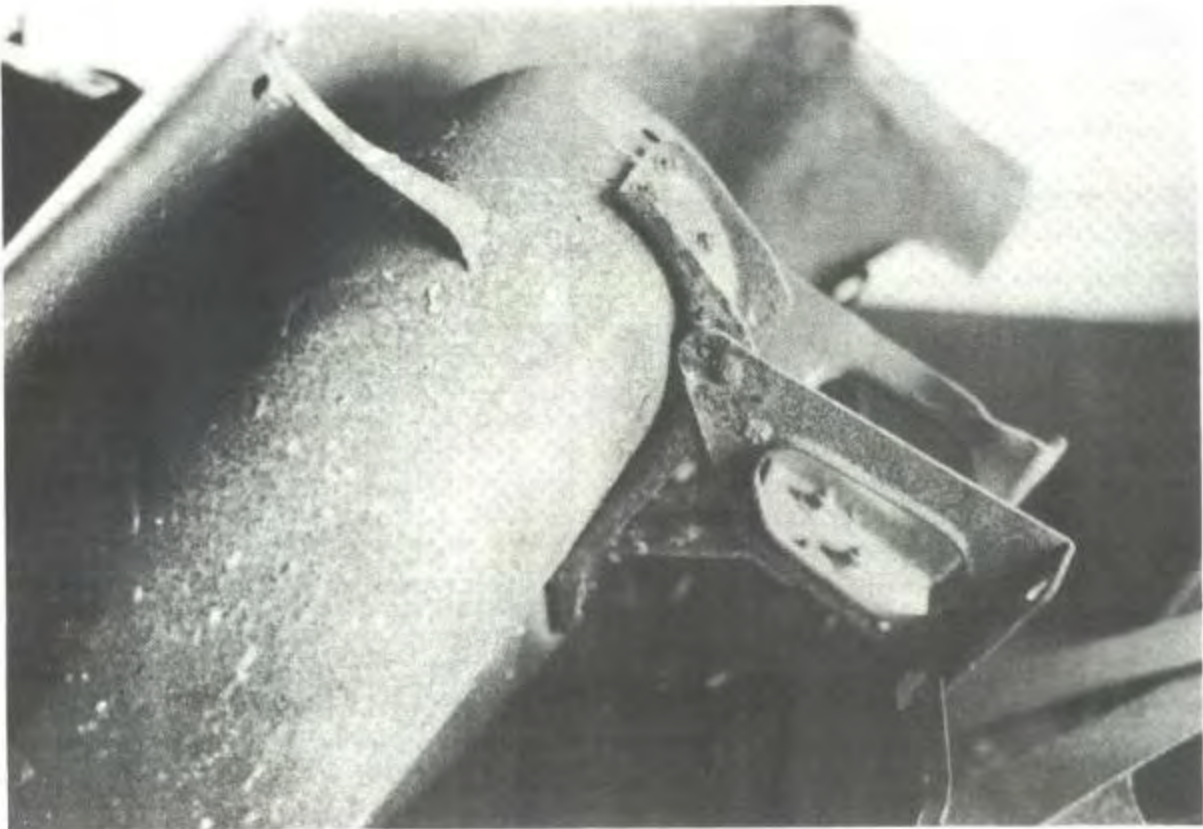
**9.876 BRACKET, Wheel carrier lock stud**

.....1291767	.15	....2	1936-37-38 (Right front and left rear)
.....1291766	.15	....2	1936-37-38 (Left front and right rear)
(8.900) .... 120233		....4	1936-37-38: Bolt, hex. hd. ( $\frac{1}{8}$ "-18x1 $\frac{1}{2}$ ") (To fender well)
(8.915) .... 120376		....4	1936-37-38: Nut, hex. ( $\frac{1}{8}$ "-18)

NOTE: For Key—see Group 2.187

**9.880 STUD, Wheel carrier lock plate**

.....1274644	.10	....2	1933: Fender well jobs only
.....1274645	.10	....2	1933: Fender well jobs, wood wheel
.....1291877	1.00	....2	1936-37-38





## TIRE COVER PARTS



## BUICK MASTER PARTS LIST



GROUP NO.	PART NO.	LIST PRICE	PER CAR	MODELS AND DESCRIPTION
8.832	MONOGRAM, Spare tire cover			
	1292686	.60	...2	1936-40-60-80
	1293839	.60	...2	1936-90
	1299022	.60	...2	1937-38-40-60
(8.915)	120614		...4	1936; 1937-38-40-60: Nut, hex. (#10-32)

## 8.838 PLATE, Tire cover face (Prime)

NOTE: Prices shown on face plates are for prime finish; for painted face plates add \$0.90 net to net price of prime finish plate.

1294028	6.50	...1	1936-40 (Up to frame 2861514) (Right)
1294029	6.50	...1	1936-40 (Up to frame 2861514) (Left)
1294930	6.50	...1	1936-40 (After frame 2861514) (Right)
1294931	6.50	...1	1936-40 (After frame 2861514) (Left)
1294594	7.25	...1	1936-60 (Right)
1294595	7.25	...1	1936-60 (Left)
1294030	8.00	...1	1936-80 (Right)
1294031	8.00	...1	1936-80 (Left)
1294032	9.00	...1	1936-90 (Right)
1294033	9.00	...1	1936-90 (Left)
1299020	6.00	...1	1937-38-40-60 (Right)
1299021	6.00	...1	1937-38-40-60 (Left)
1299100	7.00	...1	1937-38-80 (Right)
1299101	7.00	...1	1937-38-80 (Left)
1299102	7.50	...1	1937-38-90 (Right)
1299103	7.50	...1	1937-38-90 (Left)

## 8.840 MOLDING, Tire cover

1293737	.75	...2	1936-40 (Top)
1295579	.65	...2	1936-60 (Top)
1293760	.75	...2	1936-80 (Top)
1293761	.75	...2	1936-90 (Top)
1293750	.40	...2	1936; 1937-38-40-60 (Side)
1299016	1.20	...2	1937-38-40 (Top)
1299017	1.20	...2	1937-38-60 (Top)
1299116	1.20	...2	1937-38-80 (Top)
1299117	1.20	...2	1937-38-90 (Top)
1300026	.45	...2	1937-38-80-90 (Side)
(8.967)	136127		...6 1936-37-38: Rivet ( $\frac{1}{8}$ "x $\frac{1}{4}$ ")

GROUP NO.	PART NO.	LIST PRICE	PER CAR	MODELS AND DESCRIPTION
8.842	FELT, Tire cover rim			
	1293962	.03	...4	1936-40-60-80; 1937-60
(8.967)	136127		..AR	1936: Rivet ( $\frac{1}{8}$ "x $\frac{1}{4}$ ")

## 8.844 PLATE, Tire cover back (Prime)

NOTE: Prices shown on Back Plates are for prime finish; for painted back plates, add \$0.90 net to net price of prime finish plate.

1294600	4.50	...1	1936-40 (Up to frame #2861514) Right
1294601	4.50	...1	1936-40 (Up to frame #2861514) Left
1294926	4.50	...1	1936-40 (After frame #2861514) Right
1294927	4.50	...1	1936-40 (After frame #2861514) Left
1294602	4.50	...1	1936-60 (Right)
1294603	4.50	...1	1936-60 (Left)
1293346	4.75	...1	1936-80 (Right)
1293347	4.75	...1	1936-80 (Left)
1294124	4.75	...1	1936-90 (Right)
1294125	4.75	...1	1936-90 (Left)
1299024	5.25	...1	1937-38-40 (Right)
1299025	5.25	...1	1937-38-40 (Left)
1299026	5.75	...1	1937-38-60 (Right)
1299027	5.75	...1	1937-38-60 (Left)
1299088	6.25	...1	1937-38-80 (Right)
1299089	6.25	...1	1937-38-80 (Left)
1299090	6.75	...1	1937-38-90 (Right)
1299091	6.75	...1	1937-38-90 (Left)

NOTE: There is no separate listing for the tread cover, and it is assumed that it was included with the back plates under Group 8.844 since it is typically rivetted to them.

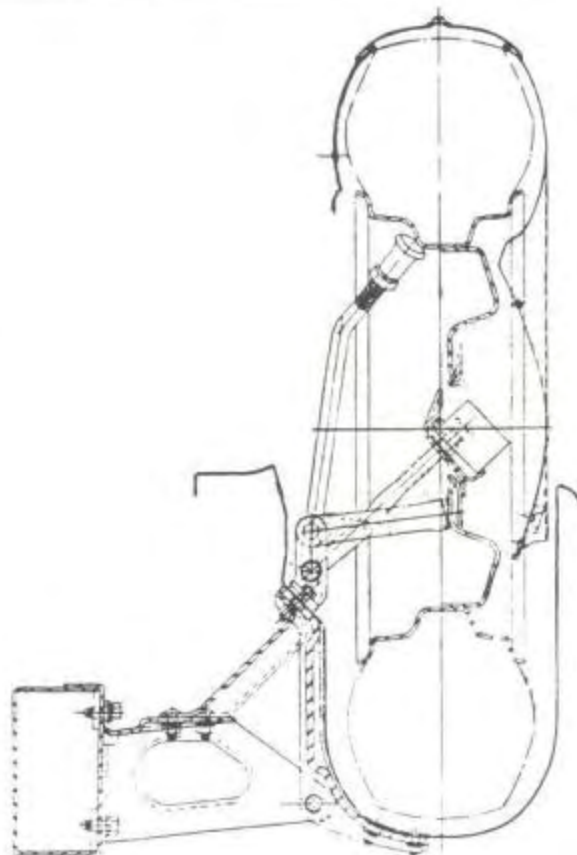
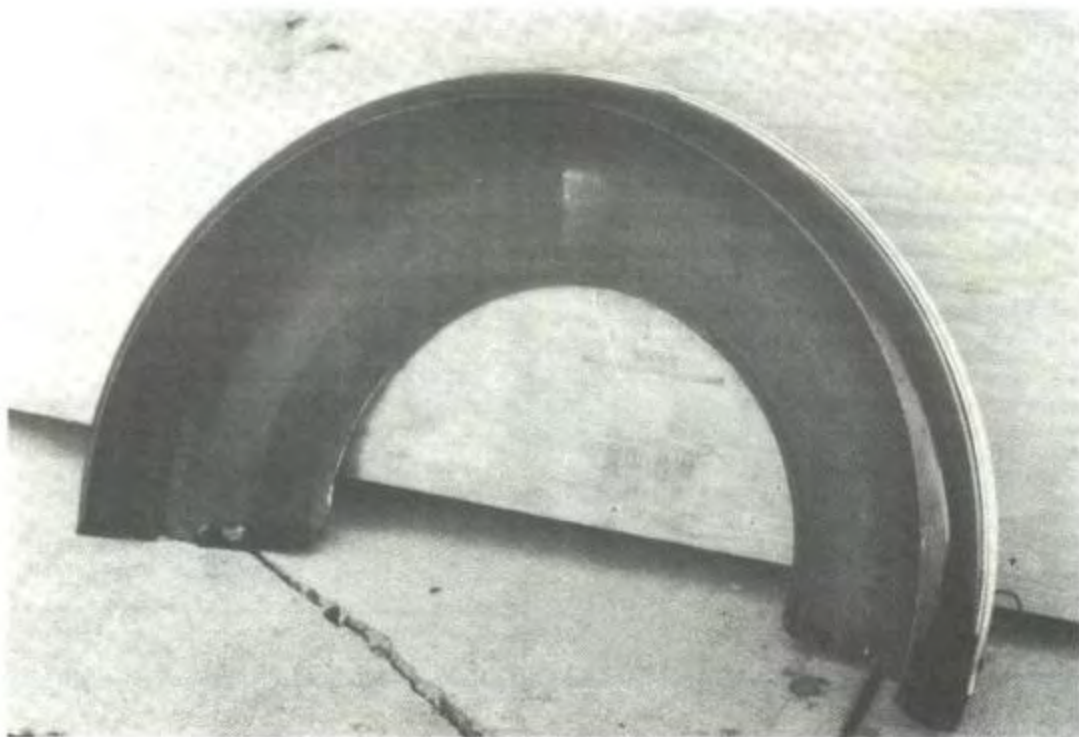


Fig. 11-1. Fenderwell

Tire Covers: face plate and combination back plates (2 pieces) and tread cover. (These are 1936, but were all I could find to photograph; other than the emblem, differences (if any) are minor.





## REPRODUCTION PARTS

In the preceding issue, we noted that one of our members, John Hopley, is attempting to work up a program for duplicating the wells in fiberglass. I have no doubt this is possible, and sooner or later it will be done if there is enough interest. The hard part will be cutting the hole in the fender and attaching the fiberglass well. Obviously, welding won't work. I am perpetually amazed, however, at the things a skilled body man can do, and I'm sure this problem can be solved. John is also going to have a try at fiberglass covers. I expect this will be more difficult, and it may not be possible to duplicate the originals exactly, especially in thickness of the material.

Reproductions of all the hardware parts for 40- and 60-series cars can be made by one of our members, John Maier (#594). Prices obviously vary depending on the part desired, but it is my impression that they are reasonable enough for what is effectively custom work. And you don't have to roll all over the country looking. I have not personally inspected any of these parts, but it has been reported to me that they are good. It should be understood that this is at present a part-time business for John, and it may take him a little time to fill orders. It is best to call John between 9AM and 1PM, EST.

John Maier  
2429 Bethany Rd.  
Anderson, Indiana 46012  
317/642-3094

John is also experimenting with duplicating the covers in sheet metal.

Some members may recall that Jim Wallace (#283) made excellent reproductions of the emblems in chrome-plated solid bronze. The original run of these has been sold. Jim will make more if there is enough interest. If you want a set, please let him know now.

Jim Wallace  
16438 Gilmore St.  
Van Nuys, CA 91405

Rubber edgings for the covers are available from Lynn Steele. The stainless interior ring molding on the cover face plate is held on by clips. These are unusual and very hard to find. I have been told that '41-'46 Chevrolet hood front molding fastener #2192 will work. These are also hard to find, but at least you now have two bites from the apple. There are small felt cones inside the wells. These are not reproduced, but may be made. Dense felt blocks about 1/4- to 3/8-inch thick are sold by woodworkers' supply firms. (These are used for rubbing out finishes with pumice.) Pieces of this felt can be glued together to obtain the desired thickness and then carved to shape with a sharp hobby knife.

Over the next several months, we should know whether duplication of the wells and covers is feasible. If it is, that will leave only the two stainless moldings, and I am sure that can be done.

Then we can move on to Giant Sun Visors, Continental Kits (why not three spares?), Fender Skirts, Moon Roofs, and Lighted Plastic Erotic Hood Ornaments. I can hardly wait! (Yeah, yeah, Jay, I'm kidding...can't I have any fun here?)



### OBSERVATIONS

I said earlier that I do not understand the frenzy over sidemounts. That is not quite so: I guess I understand it well enough, but I do not fully agree with it. The following thoughts are intended to temper the madness a little. They may also relieve such feelings of inadequacy and second-class status as may exist among the "plain fender" crowd. Or, they may lead to my expulsion from the Club by mutiny. If they stimulate some thought and debate, I will count this part of the article a success.

Before ascending to the higher plane of aesthetics, we should pause to consider a practical problem. It is by all accounts extremely difficult to remove the covers from a spare wheel without scratching the paint. Very fussy persons with eyes on trophies may thus be caught with a seventh wheel -- the real spare -- in the trunk, said seventh wheel being hidden before the judging starts. If you see someone furtively rolling a tire through the motel corridor at the next show, it's old Seven-wheel Sam, and that's why he's doing it.

I said earlier in this essay that I do not think sidemounts necessarily make every car look better, and that is true: I don't. Let us consider this. The mid to late 1930's and early 1940's, more than any other period of recent history, saw the height of interest in "modernism" and the "streamlined style."



The sleek, unadorned look was everywhere applied, not only to objects purely decorative, but also to machines of every sort: refrigerators (gone were the legs and the "turret" of the old Frigidaire); stoves; scales; radios; steam locomotives (all those pipes, pumps, domes hidden under sweeping metal shrouds); even the lowly pencil sharpener. Buildings, too. And of course the automobile.



Hitching on to the popularity of the streamlined look was what GM and Buick had in mind when the "plain-back" or "streamline" sedan styles were introduced in 1937. To my mind, these cars look better, more interesting, and more in keeping with the style concept they tried to capture, without sidemounts. Outside spare wheels interrupt their flowing lines with a device that looks not forward, but to the past. (The outside spare would, three years later, have almost totally disappeared.) Granted they add luggage space to cars that were short of it. However, I do not think these body styles were intended for long-distance touring in comfort by four or five people. If one wanted a car primarily for that, a trunk-back style would be chosen. The larger and more formal the body style, the more in keeping outside spares would seem to be. Thus, I think a 1937 Limited looks dignified and conservative with sidemounts -- as it was intended to look. On a model 44 they seem much more of an anachronism. The trunk-back sedans fall somewhere between. Before we leave consideration of 1930's streamlined style: two cars that to my mind really exemplified the "modern" look were the Lincoln Zephyr and the Cord. Put sidemounts on those: the result, I submit, is awful.

"Form follows function," a famous architect said, generating commentary and debate that endures to this day. This dictum has some applicability to the subject at hand. A large trunk-back sedan, intended for family touring or even just to reflect the

conservatism of its occupants, carries sidemounts well. What about coupes? None can carry more than two people any distance in comfort. The sport and business coupes have plenty of room for two people's luggage, or salesman's paraphernalia, with a trunk-mounted spare. Why then two outside spares? To me, sidemounts on a coupe fall short of making complete sense, and when I see such a car, however fine it may be, I feel vaguely troubled. Its form seems out of tune with its function.\* Convertible coupes probably top the list of cars having had sidemounts restored on to them. Makes sense, you say, since there's no luggage space with an inside spare? True, but there's hardly any in that little compartment without a tire in it. I think two-door convertibles look sportier, faster, more rakish with plain fenders -- the way they're supposed to look. A convertible with sidemounts seems vaguely schizophrenic -- can't decide whether it's a Republican or a Democrat. Convertible "phaetons" I pass: they are awesome in any configuration.



Well, there you have it, friends: the Editor's admittedly personal and maybe prejudiced opinion of the sidemount fever. I tend to view an antique car more in a historical perspective, with emphasis on the concept of its function in the era from which it comes to us, than as a showpiece for today. I view the car as an integrated whole design functionally and aesthetically, rather than as a collection of features. In so doing, I come out with the opinions above. I do not expect everyone to agree -- indeed it seems eminently reasonable to expect considerable disagreement, even from persons applying the same frames of reference. I hope to stimulate some thought, and maybe some controversy, to liven the winter doldrums -- and incidentally to provide something different from the usual fare in these pages. What do you think?

\*The only conceivable reasons I can think of for sidemounts on a business coupe -- at an extra 5% on the price -- would have been: (a) a salesman with 10,000 samples; (b) a salesman covering vast stretches of territory with no flat-fixing facilities.





In the photos accompanying this article, we have tried to present a representative view of various body styles with and without outside spare wheels, not only to relieve the monotony of solid text but also in the hope that the reader will make his own aesthetic judgments. The cars are identified on page 6.





# QUESTIONS



**QUESTION.** Were the base of the carburetor and the automatic choke (1937) painted? If so, what color? How about the intake and exhaust manifolds?

**ANSWER.** No parts of any carburetor were painted. The reasons for this, presumably, are that they're made of non-ferrous alloys and don't rust, and there is generally enough gas seepage so that paint wouldn't stay on anyway. Most people paint the choke bodies flat or semi-gloss black, and this is acceptable restoration. We believe, but are not completely sure, that this is how they looked originally. The intake manifolds, are painted "engine green." Exhaust manifolds were not painted. In use, of course, the surfaces oxidize to a red-brown color. Some people don't like this, and paint them with high-temperature stainless coating. (The product sold by The Eastwood Company, Box 296, Malvern, PA 19355, is reported to be the best.) This is also acceptable restoration and can be used on pipes and mufflers as well. For best results, we recommend sandblasting manifolds and pipes before painting.

**QUESTION.** Could you tell me the proper colors for items in the engine compartment, and where to place decals?

**ANSWER.** This answer sets forth what Dave has done in restoring cars that have won prizes; in a few cases, the original color of parts is not completely clear. The block, head, valve covers, spark plug cover, water pump, intake manifold, harmonic balancer, oil pan, breather pipe, and bell housing are a dark blue-green. Formulas for duplicating "engine green" in Dupont Imron (a high-gloss epoxy enamel) and Dulux enamel were given in Vol. IV, No. 3. For those who may have missed that, here are the formulas:

<u>IMRON</u>		<u>DULUX</u>	
559-U Blue	357½	VD5450 Drier	45
561-U Green	617½	1-D White	105
548-U Yellow	682½	15-D Blue	255
536-U Red Oxide	780	40-D Yellow	355
555-U White	812½	3-D Iron Blue	955
535-U Black	832		

Dave has used Imron 62006, which comes reasonably close. In addition, an engine green enamel is sold by Bill Hirsch (see his ads in Hemmings). The Hirsch paint is good and may be brushed on, but in the Editor's experience it must be thinned with enamel reducer even for brushing, as it skins over very quickly and

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## Technical Consultant~ Dave Lewis

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will not flow out otherwise. (Enamel reducer can be obtained at any auto paint dealer; don't use hardware store paint or lacquer thinners, as they will not work.) The transmission and all drive train parts aft of it are black. Dave does the inside of the hood panels flat black, but we have seen these done in body color. The following covers some various other components. Gloss black: horns; engine splash pans; fan pulley. Semi-gloss black: starter; generator; distributor; fan blades; steering box; air cleaner. Flat black: radiator. An interesting question involves the 1937 rods that connect the nose shell and cowl. Dave has never seen traces of paint on these, and it would have been impossible to assemble them at the factory without damaging paint. The Master Parts Book suggests these were cadmium plated (at least, the bolts and nuts were) and that is how Dave restores them.

Cautions on painting. (1) All paints should be used with adequate ventilation. When spraying anything above small amounts you should wear a respirator. In particular, fumes or spray mist from Imron (and other epoxy paints) can be highly toxic to certain individuals. It is best to take your parts and paint to an auto body shop and have the work done by professionals. (2) Never paint the inside of the push rod or rocker arm covers. Paint flaking off could be drawn into an oil passage or bearing with highly-undesirable results. The inside surfaces of these parts quickly get covered with a film of oil and thus do not rust.

There are two engine decals: one on the air cleaner and one on the right side of the rocker arm cover. The latter is different between 1937 and 1938. 1937: "BUICK valve-in-head silent oil-cushioned EIGHT." 1938: "BUICK DYNAFLASH oil-cushioned valve-in-head 8." Decals may be obtained from Bob's Automobilia.

QUESTION. What procedure do you recommend for cleaning blocks and heads prior to painting? Should a primer be used?

ANSWER. This is how Dave does it. As usual Dave does it the best way, not quickest or cheapest way. First, all parts are removed, so you are dealing only with the castings. These are run through a "hot tank" until all traces of grease and sludge are removed, then sandblasted to remove all rust. They are then blown out with compressed air and then run through the hot tank again. The latter two steps are necessary to insure that every particle of sand is gone. Any necessary machine work is then done, and the parts are primed with DuPont Corlar epoxy primer, red oxide No. 8255. (See Cautions above.) Although not advertised as a "high temperature" paint, Corlar is heat resistant. If you want a shorter, cheaper procedure that is often adequate, omit the sandblasting and limit it to one trip through the tank. Do not sandblast any engine part that has not been totally de-greased: sand will embed in the grease, creating a time bomb for future trouble. All machined surfaces should be covered during sandblasting.



# How's Your Seat?



## IMPROVING YOUR SEAT CUSHIONS

by Mike Vosgianian-Woodland Hills, CA

In an attempt to preserve my 1938 Special model '41' sedan's 49-year-old upholstery a bit longer, my sons and I removed the front and back seats and restuffed the mohair covers. Our mohair was in excellent shape but from compression, sagging springs, or stretching we had a loose fit. Our plan was to remove the upholstery and lay in a 1½" thick sheet of dacron polyester batting over the original cushioning. All the needed items can be purchased at any upholstery supply shop. We bought hog rings before looking at the seats. I found only a few uses for the hog rings, as the 1938 upholstery is tacked almost throughout on the oak seat frame.

There isn't much to removing the rear seats. The screws securing the backrest can be reached through the trunk. The front seat is attached by 4 bolts on the track that guides the seat forward and back. Carefully carry out the front seat as a unit. Set it up on any handy platform so you can work standing up.

On the front seat, the backrest and seat cushions are removed separately. Both the top and bottom sections are attached to the oak frame in the crevice where the backrest meets the seat cushions. The rest of the task is removing all the tacks. On the backrest, carefully pry up the binding that runs over the top ridge. I was able to remove this strip intact. The tacks that hold on this strip are hidden under the material. (When I reassembled the seats I just tapped lightly on the fabric to reinsert the old tacks into the same holes.) Under this trim piece are more tacks that hold the upholstery in place. It will be smart to have new tacks of the same size and shape to use when reinstalling the covers.

After cutting the dacron to fit under the covers, stretch the upholstery fabric taut but evenly over the extra cushioning as you retack to the oak frame. Start from the centers and work outward. (Editor's Note: A magnetic tack hammer might be helpful here. Two people, one to stretch and one to tack, would probably work best.)

Even if your covers are like mine, ancient but not torn, patience will pay off. When retacking to the oak frame, don't expect to reuse the same holes. As you stretch the fabric over the frame use your judgment as to where to place your tacks. The old holes may be too large or worn; and you might want to stretch the fabric more, thereby changing the line. The upholstery will be brittle, so be careful, pull gently. The end result will be a better-fitting interior with a more luxurious feel.





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1367 French Ave.  
Gridley, CA 95948

**A SPECIAL WELCOME.** I am pleased to announce our first member in the United Kingdom, Derek Brown of London. Derek has a 1937 McLaughlin-Buick Special (model 4416) which was shipped to England as a chassis-and-cowl unit and fitted with a custom body by "Maltby's of Folkstone." The resulting auto, a four-door convertible, was called a "Redfern Saloon-Tourer" and has, among other features, a power hood -- or "top" to us Yanks. Derek says he can locate parts for English cars in exchange for the location of U.S. or Canadian parts for his car. (Derek B. Brown, 12 Pembroke Mews, Kensington, London W86ER, England.) Please join me in extending a special welcome to Derek Brown.



FIVE-PASSENGER CONVERTIBLE PHANTOM  
Model No. 40-C, Phantom body



FIVE-PASSENGER TWO-DOOR SEDAN  
Model No. 44, Phantom body



# PARTS FOR SALE



#	PART	PRICE
1	N.O.S. AXLES FOR '37 SERIES 40+60	\$90.00 PAIR
2	USED AXLES FOR '37 SERIES 40+60	\$25.00 EA.
3	1 USED FRONT DRUM FOR '37 SERIES 60	\$35.00
4	1 USED REAR DRUM FOR '37 SERIES 60	\$25.00
5	1 USED FRONT DRUM FOR '37 SERIES 40	\$30.00
6	2 USED REAR DRUMS FOR '37 SERIES 40	\$20.00 EA.
7	1 SET USED BACKING PLATES FOR '37 SERIES 60	\$50.00 SET
8	1 USED CAM SHAFT FOR '37 SERIES 40	\$25.00
9	1 USED VALVE COVER FOR '37 SERIES 40	\$35.00
10	1 SET USED FRONT SPRINGS FOR '37 SERIES 40	\$30.00
12	NEW AFTER MARKET U-JOINT FOR '37 SERIES 60	\$35.00
13	LEFT HEADLIGHT COMPLETE FOR '37	\$50.00
14	RIGHT HEADLIGHT WITH RIM ONLY	\$25.00
16	USED TAIL LIGHTS COMPLETE '37 BUICK	\$25.00 EA.
17	USED CLOCK FOR '37	\$20.00
18	USED AIR FILTER FOR '37 SERIES 40	\$25.00
21	USED FRONT BUMPERS FOR '37 SERIES 40,60	\$35.00 EA.
24	OLD REBUILT FUEL PUMPS FOR '37 SERIES 40	\$20.00 EA.
26	N.O.S. CLUTCH DISC FOR '37 SERIES 60,80,90	\$40.00
30	AA2 CARB INCOMPLETE	\$30.00
35	N.O.S. RIGHT TIE ROD FOR '37+'38 SERIES 40,60	\$30.00 EA.
39	CENTURY HOOD CHROME (TOP SIDE PIECE)	\$20.00
41	USED NON-LOCKING DOOR HANDLE GOOD FOR '37	\$20.00
50	N.O.S. WORMTHRUST BEARING (STEERING BOX); '37+EARLY '38; 40,60	\$10.00 EA.
52	N.O.S. WORMTHRUST BEARING CUP (STEERING BOX); '37+EARLY '38; "	\$10.00 EA.
54	SPEEDOMETER CLUSTER TEMP. GAUGE MISSING	\$50.00
56	1 SET USED RODS FOR 40 SERIES CAR	\$40.00
58	USED CENTURY TRANS FOR 1937	\$100.00
59	N.O.S. REAR BRAKE HOSE FOR 1937 40,60 SERIES	\$10.00
61	USED SMALL SERIES TRANS FOR 1937	\$75.00
62	N.O.S. BUMPER BRACKETS (REAR ONLY)	\$20.00 EA.
63	RT. RUNNING BOARD GOOD COND. RUBBER DAMAGE '37+'38, SERIES 40	\$100.00
65	N.O.S. STEERING SHAFT (40,60) FOR 1937	\$125.00
66	EXCELLENT USED HEADLIGHT SWITCH KNOB	\$15.00
72	N.O.S. MAIN BEARING SET '37 TO '46 LG. SERIES .002 UNDER	\$65.00 SET
73	GOOD USED LEFT REAR FENDER (40,60) FOR 1937	\$75.00 EA.
74	N.O.S. PISTON RING SET STANDARD SIZE '37 LG. SERIES (3 PIECE-STEEL RAIL)	\$50.00 SET
75	N.O.S. PISTON RING SET STANDARD SIZE '37 LG. SERIES (2 PIECE-STEEL RAIL)	\$50.00
78	N.O.S. TOURQUE BALL '36-'38 LG. SERIES	\$45.00
82	1 USED TRANS. COVER PAN '37 SERIES 40 PAINTED	\$25.00
84	'37 CENTURY SIDE MOLDINGS 4DRS.+ BACK PIECES	\$40.00 SET
85	SET OF USED LIFTERS (FIT ALL SERIES)	\$25.00
87	TAIL LIGHT GLASS CENTER BUICK SCRIPT	\$25.00
95	REBUILT MASTER CYLINDER FOR '37+'38 SERIES 60	\$25.00
96	N.O.S. OIL FILLER CAP FOR '32-'37 ALL SERIES	\$10.00
102	USED DOME LIGHT COVER FOR '37+'38 SEDAN	\$5.00
104	RUNNING BOARD BRACKETS (2 PIECES USED)	\$20.00
106	REPRO DOOR LOCK BUTTONS FOR CONV. MADE OF BRASS NEED TO BE PLATED	\$10.00
109	1937 SERIES 40 LEFT ENGINE SPLASH PAN	\$40.00
110	1937 HOOD SERIES 40 EXCELLENT CONDITION	\$125.00
111	1937 SERIES 40 GRILL SECTION EXCELLENT	\$150.00
112	N.O.S. PISTON PINS 37-46 LARGE SERIES	\$3.00 EA.
113	N.O.S. STARTER NOSE 37-41 LARGE SERIES	\$10.00
114	N.O.S. TRUNK HINGES '37+'38 STRAIGHT BACK	\$25.00 PAIR



115 MAP LIGHT 1937 USED	\$5.00
116 REAR ASH TRAY COMPLETE USED 1937	\$5.00
117 RADIO BLANK OUT AND LOWER PLATE 1937 ALL SERIES	\$15.00
118 BUICK EIGHT 1937 ALL SERIES	\$8.00 EA.
119 BUICK CENTER MEDALION 1937 ALL SERIES	\$10.00
120 EXHAUST VALVES '34-'39 SERIES 40	\$5.00 EA.
121 INTAKE VALVES '34-'39 SERIES 40	\$5.00 EA.
122 1937 TAIL LIGHT LENS	\$8.00 EA.
123 LOWER RADIATOR HOSE '36-'38 LARGE SERIES	\$5.00

ALL PRICES PLUS 10% SHIPPING -- LARGE ITEMS SENT FREIGHT COLLECT

DICK DER MARDEROSIAN (#260)  
125 Strasser Ave.  
Westwood, Mass. 02090  
617/326-4306 after 7:00 PM, EST

-THE FOLLOWING ARE ALL 1937-

Tail light lens			\$15
Rear license lens (red)			15
Hood side louvers	each	\$20 to	30
Hood ornaments	"	10 to	25
Door handles - in & out	"	4 to	10
Clocks	"	5 to	30
Dash gauges	"	10 to	20
Chrome vent window frames, front & rear	"	15 to	30
Window regulators L&R	"		15
Hood Hinges	"		10
40 series spark plug cover - primes			40
Belt stainless molding	"	10 to	35
Grilles, L&R	"	40 to	75
Fender park lights	"	10 to	50
Front park light chrome	"	10 to	35
Radio chrome grille			15
Used carb. switch			10
Belt stainless molding, between hood & door, 7 5/8" Roadmaster	pair		25
Bumpers, rear	each		40
Carburetor, AAI, very good - no choke butterfly			70
Cigar lighter			25
Glove box lock	each	15 to	25

-THE FOLLOWING ARE ALL 1938-

Taillight lens			15
Hood side louvers, all series	each	20 to	35
Hood ornaments	"	10 to	45
Door handles - in & out	"	4 to	10
Clocks	"	5 to	25
Chrome radio grilles	"	10 to	40
Heater (Harrison, very good) Model H no defroster			50
Trunk handle bezels - coupe or 4 door	"	10 to	40
Trunk handle repro, w/key			25
Hubcaps	"	5 to	15
Center grille stainless molding	"	15 to	45
Cigar lighter			25
Fender lights, front & rear	"	10 to	40
Belt moldings	"	10 to	35
Wheel - 16"			35
38 Radio, non working, glass cracked			100
Left NOS windshield wiper trans.			65
Glove box locks	"	15 to	25

Continued

-THE FOLLOWING ARE 1937 & 1938-

Front & rear fenders, 40 & 80 series	each	\$40 to	90
Radiators, 40 series	"		40
Exhaust manifolds	"	60 to	100
Window regulators			15
Sidemount covers, no Buick script or stainless			200
Front bumper license brackets, left or right repro - packaged & shipped in U. S.			15
Carburetor - AAI, overhauled			95
40 Series fuel pumps rebuilt	"		45

\*MANY, MANY MORE PARTS - call or write your needs.

\*Packing, insurance and shipping additional.

SASE ONLY FOR REPLAYS

DON GUST #43

Rt. 1 Box 161  
Beecher, Illinois 60401

Phone - 312/946-2856

ALL 1938 40 SERIES

2 Dist. breaker plates, NOS...	\$5 each
3 Chrome valve cover nuts, new	20 total
Rebuilt oil pump.....	35
Engine-siezed but rebuildable	100
Transmission.....	50
Rear end assembly.....	75
Front suspension, hubs, drums (both sides).....	50 lot
4 Sedan doors-some rust.....	10 each
Hood & 1 hood side-excellent..	20
Radiator.....	50
2 Stromberg AAV-1 carbs, with choke assembly.....	75 each
Center bumper emblem.....	10
Horn.....	5
Light switch.....	15
Instrument cluster-no speedo..	50
Color chips.....	10
Grille halves-repro.....	10 each
Sedan dashboard.....	10
Rotor-new.....	4
Points & condenser-new.....	6
2 Carb vacuum switches-NOS....	40 each
Vacuum advance-new.....	10

Distributor-used.....	25
Starter-used.....	35
Rebuilt water pump.....	50
Water pump-used.....	10
Heat gage-NOS.....	15
2 Wiper motors-used.....	15
Fuel tank sender-working.....	20
2 Water pump kits.....	15 each
Rear brake hose.....	10
Fuel pump-rebuilt.....	20
Fuel pump kit.....	10
2 Clocks.....	15 each
Delco voltage regulator.....	40
Replacement voltage reg.....	15
Front motor mounts-new.....	40
Transmission pad-new.....	20
Door hinge pin kit.....	15

ALL PRICES ARE IN \$U.S.  
SHIPPING IS EXTRA

LLOYD BOTHAM  
Box 911  
Almonte, Ontario KOA 1A0  
CANADA  
613/256-1188

1937 slantback rear deck lid & tail light. In primer; complete except for one trim strip on light, one mounting stud, glass. Good shape. \$35/OBO; shipping 10% additional.

JOSEPH DIPIETRO, JR. (#550)  
301 S. Rolling Rd.  
Springfield, PA 19064  
215/544-2242



New plug wire set(SPECIAL) 10.00  
 Sidemount cover-left 16"tire 35.00  
 Front bumper37-40 or 60 25.00  
 Arm rest/door pull 15.00  
 NOS 1938 Tail lights 35.00  
 Rear fender 37-41 or 61-left 40.00

shipping extra

Paul B. Culp, Jr. (#508)  
 R. R. # 2, Box 411, Perkasio, Penn.  
 (215)249-3166 / 249-9163 18944

For 1938 Century--  
 Running board moldings and  
 exterior body side molding.

JOSEPH PICCIONE  
 9532 E. Pentland St.  
 Temple City, CA 91780  
 818/448-3145

- Headlight buckets converted to sealed beam-no dents or rust. '38 all series \$50/pair (\$12)
  - Headlight buckets-with inner bucket (NOS?) & reflector side trim. Excellent-no rust or dents-original paint. '38 all series. \$100/pair (\$12)
  - Vent window frames with regulators. Chrome excellent unpitted. '38 40 ser.
  - Tail light lens-'38. \$15 (\$2)
  - '38 radio-excellent condition-don't know if it plays. \$75 (\$15)
  - '37-'38 air cleaner elements-NOS stainless steel pads-w/o wire screen. Can be installed in your repainted screen. Have 15. \$7 each (\$1)
  - '38 grille-passenger side only-excellent condition. \$30 (\$15)
  - '36-'39 heater hose bracket repro. Holds heater hoses off engine. \$6 each (\$1)
- NUMBERS IN PAREN ARE SHIPPING COSTS.

E.A. DePOULI (#310)  
 119 Hardenburgh  
 Demarest, NJ 07627



## PARTS WANTED



### WANTED--TRADE

Need the following:

- '37 Jack & handle
- '37 DeLuxe heater & lighted control knob
- '37 original tools
- '37 40 ser. dip stick
- '37 McLaughlin headlight lenses (Expobeam)
- '38 BUICK 8 bumper badge.

Have to trade:

- Large series spark plug cover
- NORS running board trim for '37 80 series.

DEREK BROWN (#621)  
 12 Pembroke Mews  
 Kensington  
 London W8 6ER  
 ENGLAND  
 01-938-2828

WANTED: 1937 horn blowing parts that go under the horn button.

JIM O'CONNOR (#531)  
 560 Overlook Drive  
 Pittsburgh, PA 15216  
 412/341-0735

WANTED for 1937 Convertible, 46C-  
 Top rear window frame  
 Left tail light, license bracket.

JIM MALONE (#467)  
 4554 Oxford Circle  
 Macon, GA 31210  
 912/474-1094 home  
 912/788-8888 ofc.

WANTED for 1937 Special, 46S-  
 Opera seats. Please state  
 condition and price.

JACK HOLMES (#583)  
 1338 Comstock Ave.  
 Los Angeles, CA 90024

### WANTED:

- '38 Grille guard (horseshoe)
- '38 horn ring in excellent cond, & parts that go under button.
- 60 series sidemount hardware & covers
- One Sr. Trippe light with leveler & brackets.

BOB COTANT (# )  
 7203 Whispering Pines Dr.  
 Shreveport, LA 71129  
 318/688-1250

PARTS CONTINUED PAGE 32

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Complete your restoration with an authentic Buick Interior from Hampton Coach. Each kit made in our own upholstery shop to original specs using only the finest fabrics and materials.

Panel Kits, Headlining Kits and Seat Upholstery Kits come complete, ready to install.

We presently have kits for the following popular Buicks from 1936 to 1940 and are in the process of adding many more.

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- 1938 Model 41 4-Door Trunk Back Sedan
- 1939 Model 41 4-Door Trunk Back Sedan
- 1940 Model 41 4-Door Trunk Back Sedan

Write or call today for free literature including samples and prices.  
Please be sure to include year and model of your Buick along with your request.

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37 Thru 47

\$2.00 for Brochure

Must

Specify year

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1927 TO 1953

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MANUFACTURED WITH THE FINEST MATERIALS AVAILABLE. THE MOST AUTHENTIC REPRODUCTION OF G.M. WIRE, CONSTRUCTION, AND BRAIDING. ALL WITH COMPLETE INSTALLATION LISTING. WE HAVE SPECIFICATIONS FOR MOST BUICKS. BUT WE CAN MAKE ANY HARNESS THRU 1954 WITH YOUR ORIGINAL SAMPLE. CUSTOM TURN SIGNALS. OPTIONS UPON REQUEST.

ALSO WE HAVE WIRING SUPPLIES AND A BRAIDING SERVICE.

CATALOG - INFORMATION - \$2.00



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WAYNE, PA. 19087

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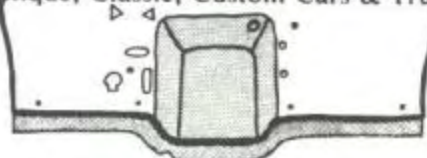
Detailed Restoration And Parts For  
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## Support Our ADVERTISERS

## PARTS FOR SALE      PARTS WANTED

WANTED: For 1938 model 46C convertible coupe--desperately need right & left door garnish moldings (chrome) & rear window frame for top. Mine were lost (or stolen) at well-known plater (name on request).

PAUL CUSANO (#052). 266 Passaic Ave., Hasbrouck Heights, NJ 07604  
Days: 201/471-5256      Nights & weekends: 201/288-1519

FOR SALE: 1938 40 series--  
2 used cylinder heads--\$75 each.

Still have some 1938 radio manual reprints--\$6 each.

### • NICE CARS •



Here are the AACA prize-winners mentioned on page 1. Dave Bellon's 1937 model 47 is shown on the grounds of the Dave Lewis compound. Under that big Wyoming sky, Bob Carson's 1937 Roadmaster sedan and 1937 McLaughlin-Buick Roadmaster phaeton.





"IT'S.  
BUICK  
AGAIN!"



# *Limited* one of four great BUICKS

THE MODEL SHOWN IS A LIMITED SERIES 90 FOUR-DOOR SEDAN, PRICED AT \$1895 LIST, FLINT, MICH. FENDERWELLS EXTRA. OTHER BUICKS FROM \$765 LIST AT FLINT. SAFETY GLASS INCLUDED. STANDARD AND SPECIAL ACCESSORIES GROUPS EXTRA. PRICES SUBJECT TO CHANGE WITHOUT NOTICE.